

THE WEATHER FORECAST.  
Increasing cloudiness and slightly  
warmer to-day; snow at night.  
Highest temperature yesterday, 25; lowest, 15.  
Detailed weather, mail and marine reports on page 11.



IT SHINES FOR ALL

# 'BIG 4' CHIEFS AND R.R. HEADS DEVISE TRUCE

## Settlement of Eight Hour Controversy Possible Within Two Weeks.

## CONFEREES ARRIVING AT TENTATIVE TERMS

## Withdrawal of Case Now Before U. S. Supreme Court Is Main Point.

## REPEAL OF ADAMSON LAW ALSO OBJECTIVE

## Congress May Be Asked to Annul Act Forced by the President.

Fourfold are the means through which the big four brotherhoods and the railroad operators are striving to adjust their differences so that working conditions acceptable to both may be determined. Progress toward a compromise already has been made, as W. G. Lee, president of the Brotherhood of Railway Trainmen, disclosed in Evansville, Ind., on Friday. The steps may culminate in a settlement within the next two weeks, it was learned yesterday.

Here are the methods through which the factions hope to attain their common object:

1. Withdrawal of the case now before the United States Supreme Court to test the constitutionality of the Adamson eight hour law.
2. Repeal by Congress of this measure, which was forced through by direct command of President Wilson.
3. Elimination of the Federal Board of Railroad Conciliation in railroad controversies.
4. Establishment of a non-partisan railroad board, composed equally of brotherhood members and operators, for the adjudication of all difficulties in wages, schedules and hours.

### Conferences Here This Week.

Conferences between the brotherhood heads and several members of the National Conference Committee of Managers will be held here today and tomorrow. The fate of the entire controversy hangs on these forthcoming meetings. No certainty is felt by either side that a settlement will be reached. That the brotherhood men are optimistic is made manifest by the statement of W. G. Lee, who said:

"We hope to work it out. We know that if we don't work it out for ourselves—the employees and the employers—somebody is going to work it out for us. It will not be acceptable to either side."

Railroad managers are reticent on the subject, but it is evident they are keenly interested in the outcome of the Adamson law. Both sides contend the measure is defective in that it does not define the methods of its operation. There is unanimity of opinion that the decision of the Supreme Court will not cure this defect.

It was these definite beliefs that led to the conference between the railroad men and the conference committee. Both sides have no wish to remain in prolonged conflict with the employers and the managers appreciate their earnings capacity is reduced by disaffection among the trainmen. Efforts to obtain an agreement have been begun.

Whatever the court decision it would give a tremendous advantage to the victorious side. With the bitterness that characterizes the dispute, the settlement of a strike. Were the brotherhoods to gain the verdict they believe the operators would apply methods to restrict so far as possible whatever advantages would accrue with the decision.

### Seek a Friendly Solution.

Therefore it was the consensus of opinion at the conference that already have been held that neither Congress nor the courts can adjust matters so amicably and with such mutual profit as the conferees themselves—a friendly basis.

Mr. Lee of the trainmen has gone on record several times. It is understood the brotherhoods offered to give up the law if the railroads would guarantee to withdraw court action and grant an eight hour day. From that time on the railroads are willing to concede the eight hour day if a compromise on wages is effected thereby.

Both sides are doubtful whether the consent of President Wilson or Congress can be gained to repeal of the law. The President and his Democratic Congress on the stump in the last campaign argued long and ardently on the justice and equity of the measure. To get their consent to what amounts practically to a repudiation is contemplated as a difficult proceeding. However, mutual representations to Congress of a better adjustment will bring about this result, it is hoped. Automatically the repeal of the law would end the test case.

### Congress May Act First.

The expectation obtains on both sides of the railroad controversy that the present Congress may be induced to act in advance of the decision of the Supreme Court, which is expected about the middle of January.

The factions have noted beyond the repeal and the withdrawal of the suit—

# NO OLD ENGINE HOME FOR ERIE'S VETERANS

## Railroad Hiring Out Locomotives to Make Power for Plant.

The Erie Railroad has discovered a use for its locomotives. Residents of Arlington, N. J., rushing to catch their trains yesterday at the station of the Greenwood Lake division of the Erie, were halted by the spectacle of two decrepit engines belching smoke and cinders, and never turning a wheel. Firemen stoked away in desperation, as if the ancient locomotives were making sixty miles an hour instead of standing stock still.

## HEALTH BOARD ACTS TO CURB CAR JAMS

## Order Limits Passengers to One and One-half Times Seating Capacity.

In an endeavor to remedy the overcrowding on all the transit lines, subway, elevated and surface, the Health Department yesterday adopted an order providing that no car shall be permitted to carry more than one and one-half times its seating capacity. The order, however, contains a qualifying clause which exempts lines on which the Public Service Commission has fixed the maximum number of cars to be operated.

If the company can show it is giving its maximum service, it can continue to crowd as many passengers into a car as can be jammed in.

Haven Emerson, Health Commissioner, announced the adoption of the order following a yesterday to Mayor Mitchell at City Hall. When the Mayor was asked about the new rule, he said:

"It must be distinctly understood that this order will not apply, should the Public Service Commission decide that a specified line is operating the maximum number of cars in the city. It would be out of the question for the Health Department to attempt to force a railway company to put on more cars if experts reached the maximum of the line. The order is a maximum number. The Public Service Commission yesterday decided that a specified line is operating the maximum number of cars in the city. It would be out of the question for the Health Department to attempt to force a railway company to put on more cars if experts reached the maximum of the line. The order is a maximum number."

## WHEAT IN SENSATIONAL RISE.

## Up 10 1/2 Cents a Bu. After Drop of 1 3/4 Cents Day Before.

CHICAGO, Dec. 16.—The wheat market here somewhat on a gigantic scale to-day. An upward jump of 10 1/2 cents a bushel came as a violent contrast to the setback of 1 3/4 cents in the trading of the day before.

## "DRY" BILL HAS ONE MAJORITY.

## Marine Objects to Agreement for Vote in Senate.

WASHINGTON, Dec. 16.—The Senate by a bare majority of one took up the Shepard "dry" bill for the District of Columbia this afternoon. Friends of the bill were surprised and chagrined by the narrow margin. Efforts to obtain an agreement for a vote Monday were defeated by an objection from Senator Martine of New Jersey.

## CAR STRIKE TO CONTINUE.

## Vote Taken by the Members of Seven Unions.

Members of the seven local unions affiliated with the Amalgamated Association of Street and Electric Railway Employees voted yesterday to continue the strike against the traction companies. Only fifty-eight votes were cast in favor of returning to work.

# GEM THIEVES STIR 5TH AVE.

## Shopping Crowds Witness Fights for Possession of Jewels.

## \$4,500 RING WAS STOLEN

## Two Men Provide Few Minutes of Thrills in Two Stores.

Christmas shoppers in two crowded Fifth avenue jewelry stores lost their breath yesterday afternoon while witnessing the theft, or attempted theft, of diamond rings and bracelets by two young men who posed as customers. There were rough and tumble fights in each place and thrills enough for a movie melodrama. One of the robbers escaped with a \$4,500 ring from the store of Ullrich & Ballou, 574 Fifth avenue, by pretending to be a customer, and the other was taken into custody by a policeman. His alleged victim, the other store, was that of William Reiman, at No. 528.

The prisoner, locked up at Police Headquarters last night, said he was Harry Omond, 23 years old, a salesman, of 217 Grand street, Detroit. At 4:30 P. M. a tall man and a short man, both well dressed, appeared in the Reiman store, which is near Thirty-third street. The short man told Daniel H. Engelson, a clerk, that he wanted to look at bracelets set with diamonds. Engelson laid out the counter several gold bands.

## The Kind He Wanted.

The clerk got three rings from a show window and set them on the showcase. The short stranger fingered them, held them up to the light and pushed them back—that is, he pushed two of them back—and remarked:

"That's the kind of stone I want. Now haven't you a bracelet set with diamonds as large as these?" But Engelson had his eye on that third ring. The customer had his left arm extended toward the showcase and the ring was under the arm.

## Seizes the Tall Man.

"Hold on," called Horowitz. "Just take off those rings first." Horowitz raised his finger and the customer's arm and seized the ring it concealed. The tall man pulled the three rings from his finger. The tall man strangled him. It was an insult, an outrage! What did he mean?

## One a Prisoner.

The detectives wedged into the store and ran against Reiman's Ullrich, whose fingers were entwined with another man's coat collar.

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# FIGHT ON MAIL TUBES BITTER

## Country Districts Line Up Against Cities on Deliveries.

## SERIOUS IN NEW YORK

## Traffic Conditions Make Oper- ation of 450 Motor Trucks a Great Hazard.

WASHINGTON, Dec. 16.—A stirring fight, turning largely upon the point whether the United States Government is to contribute to the traffic congestion in New York city, is inevitable when the House Post Office Committee bill reducing the pneumatic tube service in New York city and authorizing the Postmaster-General to discontinue it altogether after six months comes up in Congress. The Postmaster-General has recommended that pneumatic service be discontinued in all other cities where it has been installed, and the ultimate discontinuance of the New York system is regarded as certain unless Congress intervenes.

## Cities Versus Country.

The question has become much broader than a mere dispute over the advantage of pneumatic tube service. The delegations from the East and the large cities are for the most part against the abolition of the tubes. The delegations from the South and the country districts apparently are for it. The situation has been summed up by a member of the House committee who said:

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